The Times Dispatch

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PLACED ON TRIAL FOR DYNAMITING

Number of Defendants Has Been Reduced to Forty-Six.

PLEA OF GUILTY BY M'MANIGAL

Government Bases Its Case on Confession of Former Friend of McNamaras, Who Has Been Held as Witness for Eighteen Months.

Chronology of Alleged Dynamite Conspiracy

Summer, 1905—First explosion (railroad bridge), Miller's Falls, Mass.; thirteen sticks of dynamite discovered.

1905-1910—Almost 100 explosions in Ohio, Pennsylvania, New Jersey, Massachusetts, Connecticut, New York, Maryland, Illinois, Iowa, Wisconsin, Missouri, Nebraska and Western States.

October 1, 1910—Los Angeles Times Building blown up; twenty-one persons killed.

December 25, 1910—Llewellyn Iron Works, Los Angeles, blown up.

April 12, 1911—James B. McNamara and Ortie E. McManigal arrested at Detroit.

April 22, 1911—John J. McNamara, secretary-treasurer of International Bridge and Structural Iron Workers, arrested at his office in Indianapolis.

December 1, 1911—McNamaras plead guilty at Los Angeles, John J. to murder in the first degree in blowing up the Los Angeles Times Building, and James B. to having blown up the Llewellyn Iron Works. Both sentenced later.

February 6, 1912—Federal grand jury at Indianapolis returns thirty-two indictments, charging fifty-four men with having participated in a conspiracy illegally to transport dynamite.

February 14—Almost all the defendants arrested within a few hours at a signal telegraphed to many parts of the country.

March 12—Defendants arraigned and plead not guilty.

October 1—Exactly two years after the Los Angeles disaster the trial before a Federal court begins.

Indianapolis, Ind., October 1.—Lines upon which a jury is to be chosen for the trial of forty-six defendants accused of complicity in a widespread dynamite conspiracy against employers of nonunion labor, were indicated to-day in the examination of talesmen.

The trial was begun before Federal Judge A. B. Anderson and the original number of fifty-four men indicted, headed by Frank M. Ryan, president of the International Association of Bridge and Structural Iron Workers, was reduced to forty-six—the government withdrew the charges against three men. Ortie E. McManigal pleaded guilty and another defendant was reported "not found."

John J. and James B. McNamara, in a prison in California, also were reported "not found." No sooner were the preliminary motions ended than Judge Anderson said: "Call a jury." It was believed a jury would be completed in a week.

Talesmen were examined by Senator John W. Kern and William N. Harding for the defense and by District Attorney Charles W. Miller for the government.

At the outset Otie E. McManigal pleaded guilty.

Eugene Clancey and Olaf A. Tveitmoe, of San Francisco, pleaded not guilty. All the other defendants at their arraignment last March had pleaded not guilty.

Daniel J. Brophy, of Brooklyn, N. Y., a former executive board member of the International Association of Bridge and Structural Iron Workers, was reported unable to appear on account of a broken leg.

Cases Dismissed.

On motion of the government the cases against J. A. Murphy, of Peoria, and Andrew J. Kavanaugh, of Springfield, Ill., and Patrick H. Ryan, of Chicago, were dismissed. The government announced it had no evidence against them to warrant their trial.

McManigal, aged about forty years, short, chubby and of a florid complexion, entered the courtroom grinning. He closely scrutinized one by one the men with whom, he asserts, he once was associated, but against whom he now is arraigned as a prosecuting witness.

"Ortie E. McManigal, do you plead guilty or not guilty to the charges against you?" asked Judge Anderson.

The scene was dramatic. A score of attorneys leaned forward to hear the prisoner's reply.

McManigal rubbed the back of his hand across his chin and grinned again: "I plead guilty, Your Honor," he said.

McManigal's plea qualified him as a witness for the government for which purpose he had been imprisoned for eighteen months.

Whoever participated with the McNamara brothers in the series of dynamite and nitroglycerine explosions which preceded and followed the wrecking of the Los Angeles Times building October 1, 1910, when twenty-one persons were killed, the government hopes to disclose in this trial.

At the head of the list of defendants, who thus are brought into court two years after the Los Angeles disaster, are:

Frank M. Ryan, president of the International Association of Bridge and Structural Iron Workers.

Ortie E. McManigal, once known as

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STILL BATTLING AT ARMAGEDDON

Colonel Spends Day "Fighting for Lord" in North Carolina.

ENDS TOUR WITH RALEIGH SPEECH

His Trip Longest Ever Taken by Presidential Candidate, Covering 10,871 Miles—Criticises Court for Way in Which Tobacco Trust Case Was Handled.

Raleigh, N. C., October 1.—To-night Colonel Roosevelt delivered the last scheduled speech of the longest campaign tour ever undertaken by a presidential candidate. The Auditorium here, which has space for 7,000, was crowded. Colonel Roosevelt had made nearly a score of speeches during the day, and he was hoarse and weary. He talked for an hour, then brought his speech to a close with the words with which had opened his campaign: "We stand at Armageddon and we battle for the Lord."

In this State, with its heavy interests in the tobacco industry, Colonel Roosevelt spoke of the American Tobacco Company, saying that when such a finding was reached as that handed down by the Supreme Court in the tobacco trust suit, a receiver should be put in charge of the business.

"Our opponents in both the old parties," he said, "have nothing to propose in regard to the regulation of trusts except just what has already been done. They propose nothing but modifications of the present system. No such modifications would change the tobacco trust in a way which would amount to anything.

Colonel's Proposal.

"My proposal is to do no damage to business, but to punish crooked managers of business. Such a showing as was set forth in the Supreme Court decision in the tobacco trust case should cause the immediate appointment of a receiver for that trust, just as would be done in the case of a national bank.

"In a case like that of the tobacco trust the government could at once put in a receiver to run it until everything which it had been decided was wrong had been done away with and every objectionable feature removed. Then, and not until then, could the old owners come back. And they would come back with the knowledge that if such acts were repeated they would suffer just as Mr. Morse, the banker, suffered."

Colonel Roosevelt said he favored the elimination of the middle man in politics, just as he advocated such a change in business methods, particularly in the case of middle men who handle the products of the farm.

"The boss is the middle man in politics," he said. "The boss is perfectly happy if he can name both sets of candidates. You can do all the voting you want to and he comes out ahead."

Colonel Roosevelt left here to-night for New York. His trip across North Carolina from Asheville to Raleigh was one of the busiest of his tour. He had expected to make only a few speeches, but at almost every station arrangements had been made for an address and a crowd was waiting.

The speeches came in such rapid succession that Colonel Roosevelt's physician decreed it must not go on, if he were to be responsible for the Colonel's condition. Word was sent to the engineer that no more stops should be made except at the points previously on the schedule, and telegrams were forwarded to various places at which it was known Colonel Roosevelt was expected to speak. At several of these points the crowds assembled without regard to these notifications, and as the train whisked by Colonel Roosevelt caught a blurred picture of the people, the sound of cheers and a few notes from the band. When Colonel Roosevelt reached Raleigh to-night he had tarveled 10,373 miles on the present trip.

A Total of 10,871 Miles.

The distance to New York brings up the total to 10,871 miles. The ex-President left New York on September 2, and has spoken in twenty-seven States in thirty days. He went first into New England for a day, then struck to the West, speaking in a few of the central States before going into the Northwest and to the Pacific. Thence he traveled down the western edge of the Continent to Los Angeles, through the Southwest and after turning northward to Denver, began his campaign through the South.

A new campaign hat which the Colonel wore when he left Oyster Bay now bears the scars of many battles. His coat has been tugged at from all quarters in the midst of struggling crowds until the Colonel said, as he looked at it to-day, that if it would hold together until he reached home to-morrow he would promise never to wear it again.

Duncan Is Attacked.

Salisbury, N. C., October 1.—E. C. Duncan, Republican national committeeman from North Carolina, was attacked by Colonel Roosevelt in his speech here.

"In the primaries in North Carolina last spring I won," Colonel Roosevelt said, "carrying counties by 3 to 1, 4 to 1, and even 10 to 1. The national committeeman, Mr. Duncan, took part in stealing the nomination from me. Mr. Duncan was not engaged in highway robbery. It was not as nervy as that; it was the sneak thief business. Mr. Duncan and the other forty or fifty obscure, shady men on the national committee did the bidding of the men behind them—men like those in the tobacco trust. You know the part the tobacco trust has played in North Carolina and so do I."

A Roosevelt meeting at Hickory to-day ended with a fight in the crowd, and Colonel Roosevelt was obliged to give up the attempt to make a speech. It was not the Colonel's only adventure during his trip across North Carolina. Earlier in the day he was locked out of his car, thinly clad, and rode on the platform in the sharp air of early

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DIX HAS NO CHANCE FOR NOMINATION

He Is Eliminated From Race for Governorship.

OPPOSITION CAN'T BE DISREGARDED

Murphy Drops Governor, and Now Is Weighing Qualifications of Dowling, Glynn and Sulzer—Mack Has Boom for Place at Head of Ticket.

Syracuse, N. Y., October 1.—This was elimination day for many aspirants for the gubernatorial nomination when the Democratic State convention assembled here. To-night, Charles F. Murphy, leader of Tammany Hall, and those associated with him in control of the party organization were weighing and analyzing the qualifications of the men as party standard bearers. Justice Victor J. Dowling, of New York; Martin H. Glynn, of Albany, the convention's temporary chairman, and Chairman William Sulzer, of New York. Late to-night a boom was started for former National Chairman Norman E. Mack as a compromise candidate.

Murphy and the leaders are not expected to decide upon the likely candidate until the convention assembles for its nominating session Thursday. The Tammany leader says the convention is to be unbossed and that every opportunity is to be given to test the sentiment of the delegates concerning candidates. Mr. Murphy's closest advisers admitted to-night that the name of Governor Dix practically had been eliminated from further consideration. It was said Murphy had found the opposition to the Governor came from too many quarters to be ignored.

Murphy and the county leaders were jubilant to-night because of an unexpected victory in the selection of former Judge Alton B. Parker for the convention's permanent chairman over United States Senator O'Gorman, whose name had been put forward by anti-organization men.

The platform being prepared by the resolutions committee is to be progressive in spirit and is said to be satisfactory to friends of Governor Wilson here.

Senator O'Gorman said to-night: "Everything is progressing satisfactorily. The platform is a progressive one and I hope to see a progressive candidate nominated to stand on it."

The 450 delegates heard Temporary Chairman Glynn to-day deliver the keynote speech of the Democratic State campaign, after which the convention adjourned until to-morrow afternoon.

Wilson Central Figure.

Trenton, N. J., October 1.—Governor Woodrow Wilson was the central figure in to-day's Democratic State Convention, at which a State platform was adopted and candidates for presidential electors nominated. The Governor made a brief address to the convention, saying the main issue in the present campaign was the trust question and the necessity for the elimination of monopoly.

The Governor was chairman of the convention's committee on resolutions, which deliberated for nearly two hours and then presented a platform which was adopted without opposition. The platform gave a recital of the more important legislation enacted during Governor Wilson's administration. It declared in favor of the election of United States Senators by direct vote.

The main feature at the Republican State Convention was the opposition of the Hudson County Assembly candidates to the adoption of the plank in the convention's platform that indorsed the administration of President Taft. The Hudson men are Roosevelt Republicans. The only things done at the convention were the adoption of a State platform and the nominating of candidates for presidential electors.

The Republican platform indorsed President Taft's administration.

Governor Wilson, in addressing the Democratic convention, said:

"I feel not only that the issues involved in the national campaign are tremendous issues but that we have found the crux of them; that we have located the heart of the matter. Our choice is as to whether we shall accept monopoly or destroy the processes by which monopoly has been manufactured with all its established dangers and its known control over the affairs of government. We are to decide whether we shall oust our self-constituted masters or accept them permanently. Make one choice and you will enjoy the confidence of the people for the next generation. Make the other and there will be no chance for the people to free themselves within a generation. We have taken an unassailable position and we know now that both branches of the Republican party are on the defensive—that they have indefensible positions.

"If the Democratic party throughout the nation will only get the fighting ardor into its blood that we have felt here in New Jersey it will have a long and fruitful life ahead of it. I feel so strongly that I cannot refrain from exhorting you to stand together with a singleness of purpose for the high enterprise in which you are engaged."

The Governor motored to the Interstate Fair, mingled with the crowds and reached his home at Princeton at 8 o'clock to-night.

To-day was moving day for Governor Wilson officially, politically and personally. He formally returned to the Statehouse here from the summer capital at Seagirt. His family moved their belongings from Seagirt to Princeton.

Governor Wilson arranged for the establishment of a separate office in Trenton from which to conduct his campaign for the presidency. When not campaigning Governor Wilson will go back and forth from Princeton to Trenton, twelve miles, each day.

FLINN AS 'ANGEL' FOR ROOSEVELT

He Has Given $102,000 to Colonel's Campaign.

$37,500 COMES FROM PERKINS

Munsey Gives $34,000 and Hanna $25,000, These Sums Being Used to Secure Nomination at Chicago—Flinn Tells How He Gold-Bricked Penrose.

Washington, October 1.—William Flinn, of Pittsburgh, Roosevelt leader and Progressive national Committeeman in Pennsylvania, and Elon H. Hooker, of New York, treasurer of the Progressive National Committee, today gave the Senate campaign expenditures committee some inside facts about the primary expenses of the Roosevelt campaign for the Republican nomination at Chicago.

Mr. Flinn appeared not only to tell of his contributions, but to answer the charges Senator Penrose made last August that Mr. Flinn offered $1,000,000 to him and Israel W. Durham in 1904 for the Pennsylvania senatorial appointment to succeed M. S. Quay, deceased, and that he telegraphed John D. Archbald, of the Standard Oil Company, asking his influence.

Declares He "Lied."

The Progressive man declared that if Senator Penrose made the first statement "he lied," as to the other he produced J. G. Splain, of Pittsburgh, who testified that he "thought" he had signed Mr. Flinn's name to the telegram to Mr. Archbold June 7, 1904; and that he, and not Mr. Flinn, had handled the telegrams with Mr. Archbold and had attempted to secure the Standard Oil influence in Mr. Flinn's support.

Probed by Senator Pomerene, of Ohio, who demanded a specific answer, Mr. Flinn admitted having written an agreement in January, 1896, in which Senator Quay, J. O. Brown and Mr. Flinn proposed to divide up the Federal and local patronage of Pennsylvania. He declared he had "gold-ricked" Senator Quay; that he never had signed or intended to sign the agreement, and that he had written it only to allow Senator Quay's opposition to the Republican candidate for Mayor of Pittsburgh.

The investigation brought out the fact that Mr. Flinn had at various times contributed $244,000 to the Roosevelt, the Republican and the Progressive campaigns in Pennsylvania. Mr. Hooker, who preceded him on the witness stand, produced records to show that the Roosevelt National Committee had spent $141,657 in the entire national primary campaign preceding the Chicago convention. Over $52,000 of this sum went to Massachusetts for the bitter primary fight there. Mr. Hooker also produced the records of the New York primay campaign, where the Roosevelt forces spent $53,606. The records showed that George W. Perkins had given $15,000 to the New York, and $22,500 to the national campaign; Frank A. Munsey, $15,000 to the New York and $19,000 to the national campaign, and D. R. Hanna $25,000 to the national campaign.

Expenditures Reach $102,000.

Mr. Flinn apportioned but $99,384 as "Roosevelt expenditures" in the statement he gave the committee of the sums he had contributed this year. Other items given for the election of delegates brought the total of his Roosevelt contributions up to $102,000, and he admitted that he had contributed 90 per cent of the money spent to carry the State for Roosevelt in the primaries. He added that he believed the end sought, a change of conditions in Pennsylvania, was "worth the price."

The committee to-morrow will hear Senator Joseph M. Dixon, manager of Colonel Roosevelt's campaign since its beginning last February; J. G. Cannon, president of the Fourth National Bank, of New York, who audited the books of Cornelius N. Bliss; George N. Sheldon, treasurer of the Republican National Committee in 1908, and Representative George R. Weeks, who will be questioned regarding congressional campaign funds, are also expected to testify during the day.

Gives to Both.

Washington, October 1.—E. H. Hooker, treasurer of the Progressive party, told the committee that Charles R. Crane, of Chicago, had contributed $70,000 to Senator La Follette's campaign and $70,000 to Wilson's campaign fund prior to the Baltimore convention practically at the same time.

Knows Nothing of It.

Princeton, N. J., October 1.—Woodrow Wilson said to-night that he knew nothing of the $70,000 mentioned by Chairman Hooker as having been made by C. R. Crane, of Chicago, to the Wilson pre-convention campaign fund.

Dixon Wants Fair Play.

New York, October 1.—United States Senator Joseph M. Dixon, chairman of the Progressive National Committee, left for Washington to-night to appear before the Senate committee investigating campaign contributions.

"I am going to make them put the cards on the table," declared Senator Dixon. "I am not going to let them make it appear that Theodore Roosevelt accepted large contributions from corporations and people who contributed for favors. I will force them to subpoena Charles P. Taft, Charles D. Hilles, George Harvey, William G. McAdoo and William F. McCombs. If they refuse to call the men I name I will convict that committee of the cheapest petty larceny game that has ever been played on the American people.

"There are a thousand plutocrats behind Wilson and Taft, and because a couple of wealthy men gave money to

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Killed In Race Course Accident

DAVID BRUCE-BROWN.

THREE ARE DEAD; OTHERS MAY DIE

Fatal Explosion Takes Place on Torpedo Boat Destroyer Walke.

LIEUT. MORRISON KILLED

Officers and Crew Commended for Their Bravery Following Accident.

Newport, R. I., October 1.—The explosion of the forward end of the port turbine, together with the steam chest on the torpedo boat destroyer Walke, off Brenton's Reef Lightship to-day instantly killed Lieutenant Donald P. Morrison, of Washington, the chief engineer, and wounded eight others, two of whom, J. W. Rumpf, of Columbus, Ohio, and H. L. Wilder, of Orlando, Fla., both machinists mates of the first class, died later in the hospital ship Solace.

E. B. Crawford, gunner's mate of the destroyer Patterson, one of the umpires named to watch the speed tests of the Walke, and John Delany, a first-class fireman of the Walke, were said to be in a critical condition to-night. Others injured are: Lieutenant Robert L. Montgomery, of the destroyer Fanning, and umpire of the speed tests; D. S. Kelly, chief machinist's mate; W. E. Kraus, oiler; F. B. Conway, oiler.

The explosion came just as the Walke started on a full speed contest in company with other destroyers of the third group.

The discipline of the crew is said to have been perfect, and their conduct in leaping down into the steam-filled engine room to carry out their wounded comrades brought the highest praise from their superiors. Lieut. Charles R. Train, the commanding officer, on the bridge at the time, handled the situation in a way to gain personal commendation from Rear-Admiral Osterhaus, commander-in-chief of the Atlantic fleet, who boarded the destroyer later.

A board of inquiry which was held on board the Walke found that her port turbine was destroyed. She came into the harbor under her own steam and will go to the New York Navy Yard for repairs. It is believed she will be able to take part in the great naval review in New York this month.

Commended for Bravery.

Washington, October 1.—Lieutenant Donald P. Morrison, killed aboard the Walke, met death on the day a letter was addressed to him by the Acting Secretary of the Navy commending his courageous action in jumping overboard from the Walke September 22 last and rescuing from drowning an enlisted man. This letter, which Admiral Andrews wrote to-day, was in the mail when the news of the explosion reached here.

Lieutenant Morrison was the son of the late Major Jasper Morrison, of the judge advocate general's department, and his mother, who was on a visit in the South, still makes her home here. Besides his mother, Lieutenant Morrison is survived by a bride of a year. He was born in Missouri twenty-five years ago.

Harry Lee Wilder, machinists' mate, was twenty-eight years old and a native of Sparks, Nev. His father, Robert L. Wilder, lives at Orlando, Fla.

Admiral Osterhaus reported to the Navy Department that the forward end and steam chest of the port turbine of the Walke blew out when she was starting a full power trial, and naval experts at once became greatly interested, as a similar explosion is not on record in naval annals.

Held for Grand Jury.

Goshen, N. Y., October 1.—Burton W. Gibson, the New York attorney, was held without bail for the grand jury on the charge of murdering his client, Mrs. Rosa Menschik Szabo, at the conclusion of his examination this afternoon.

Congressman Killed.

Fostoria, O., October 1.—Congressman Carl C. Anderson, of Fostoria, O., was instantly killed to-night when an automobile in which he was riding overturned in this city.

SUITS TO CALIFORNIA.

Via Washington-Sunset Route, until Oct. 5. Personally conducted tourist sleeping cars from Washington without change, daily except Sunday. Berth $5. Office, 107 East Main Street.—Advertisement.

STANDARD-SIZED CANS ARE ADOPTED

Housewives Will Be Protected in Their Purchase of Oysters.

LETTERS TO GOVERNORS

They Are to Appoint Bacteriologist and Chemist for New Survey.

Washington, October 1.—If the oyster packers and oyster can manufacturers of the country, as well as the pure food board, have their way, housewives who depend from time to time upon canned oysters for their source of supply of this food will soon be able to purchase oysters in standard-sized cans, about which there can be no question of quantity of contents, particularly of short measure.

A "gentleman's agreement," which will result in standardizing the size of oyster cans, was reached at a conference held at the Raleigh Hotel today between packers of Baltimore, the south Atlantic and gulf coast States, representing millions of dollars invested in the oyster-packing industry. The agreement followed a luncheon tendered to the packers by representatives of a large can manufacturing company, and packers from all over the eastern and gulf seaboard came to Washington to attend it.

Dr. Doolittle in Conference.

William G. Daugherty, chairman of the Baltimore Canned Goods Exchange, called the packers to Washington for the informal meeting, and they were addressed by Dr. Doolittle, acting chief of the Bureau of chemistry, and Dr. Bigelow, his assistant, who explained to the packers the working of the pure food circular, under which the government requires that the size of the oyster can shall indicate the quantity of contents, the packers, on their side, pointing out to the government officials that the law which requires that a can shall weigh a certain net amount is really no protection to the consumer against short measure, for the reason that the can can be filled with water and made to weigh as much, in some cases, as when it is filled with oysters.

Packers Want Honest Can.

The packers at the conference today told the government officials, also, that they are in want of an honest can, so that the honest packer shall have protection against the dishonest packer, who desires to fill his oyster can with more or less water. This protection sought by honest packers, it was agreed at to-day's meeting, will come about, to a considerable extent, with the adoption of a set of standard sizes of cans.

Some of the cans now used for packing oysters are four inches high, some of them four and a quarter inches and some of them are of other sizes. It is to do away with these differences that the "gentleman's agreement," made to-day, was formed, and it was stated that it will also greatly benefit can manufacturers all over the country, who will hereafter be able to use certain set sizes of machines for making cans, rather than a variety of sizes, and in other ways bring about economy in manufacturing.

Informally Discuss Potomac Beds.

The packers and canmakers did not officially take cognizance of the dispute now going on between Maryland and Virginia oystermen and the Bureau of Chemistry as to the alleged pollution of Potomac River oysters, as they were engaged to-day only upon the subject of the container in which oysters are packed. There was informal discussion of the subject, however, and the packers were quick to say that the disagreement could not affect their industry, inasmuch as the canning process renders oysters sterilized, owing to the intense steam heat to which packed oysters are subjected, thereby killing any germs or bacteria which might be in the oysters. Packers individually declared themselves to be highly interested in the moral aspect of the Potomac River quarrel.

Large Packers Represented.

Among those at the conference today were C. J. Brooks, of the John Boyle Company, Baltimore; James V. Dunbar, of Dunbar, Lopez & Dukate Company, New Orleans; E. C. White, of W. W. Boyer & Co., Baltimore; Rufus H. and John S. Gibbs, Jr., of Baltimore; Charles H. Torsch, of the Torsch Packing Company, Baltimore; Dr. L. H. Jamtremski, of the Pelican Packing Company, New Orleans; Ruge Brothers, of Apalachicola, Fla.; J. W. Loudon,

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CAR DITCHED AND BRUCE-BROWN IS HURLED TO DEATH

Wealthy Young Sportsman Loses Life on Wauwatosa Course.

HIS MECHANICIAN IS FATALLY HURT

While Driving Machine Ninety Miles an Hour, Tire Blows Out and Men Are Catapulted Into Air—Bruce-Brown Dies Three Hours After Accident.

Milwaukee, Wis., October 1.—David Bruce-Brown, wealthy young New York sportsman, lost his life, and his mechanician, Tony Scudalari, was fatally injured, the result of an accident on the new Wauwatosa road course to-day, on the eve of the eighth running of the Vanderbilt cup race. Brown was driving his high-powered Fiat car ninety miles an hour when a rear left tire blew out. The heavy car swerved into a ditch, and a second later men and machine were catapulted diagonally across the road and into a field. The men were thrown clear of the car, which was hurled high into the air. Its fall converted it into a tangled heap of wreckage.

Bruce-Brown's skull was fractured, his left leg was broken, and he suffered internal injuries. The top of Scudalari's skull was crushed, his righ arm was broken, and his body was seriously torn.

Bruce-Brown died at Trinity Hospital of hemorrhage of the brain three hours after the accident, having only partially regained consciousness for a few minutes. Surgeons had trephined his skull on both sides in an unavailing effort to save his life.

Caleb Bragg, Bruce-Brown's close friend; Ralph de Palma, Teddy Tetzlaff and other well-known drivers stood weeping in the hospital corridors as Bruce-Brown was wheeled from the operating room to a private ward. Bruce-Brown, according to Bragg, met death in a heroic but futile effort to keep his swerving car on the comparatively narrow roadway after the explosion of the rear tire.

Dangerously Narrow.

Bragg declared that the course was dangerously narrow. He asserted that Bruce-Brown could have saved himself under similar conditions on a wider road. Exceptions, however, were taken to this statement by officers of the Milwaukee Automobile Dealers' Association, under whose auspices the races here are to be held. Referee A. R. Pardington also declared that the accident could not be blamed on the course.

"The accident was unavoidable," said Mr. Pardington, "and the track was in no wise to blame. It is in excellent condition. The casting of the tire would have upset any machine traveling at that speed, no matter how excelent the course was."

The wreck occurred while Bruce-Brown was racing a few yards behind Teddy Tetzlaff in a second Fiat car. Bruce-Brown had just driven the fastest lap of the day's tuning up trials and had set a new record of 5 minutes 53 8-10 seconds for the 8.3 miles course. He was endeavoring to better this record and had just attempted to pass Tetzlaff when the crash came. Tetzlaff declared he did not hear the tire explode, but missed Bruce-Brown behind him as he slowed down to take the "graveyard" turn at the lower end of the South Fond du Lac Road.

Bruce-Brown was greatly interested in preparing for Saturday's grand prize race, the only event in which he was entered. He had won the American grand prize twice at Savannah, and he had hoped to win again this year, which would have made him permanent holder of the American grand prize cup.

Although only twenty-five years old, Bruce-Brown was one of the best known automobile race drivers in the country. His two most brilliant victories were the grand prize races at Savannah in 1910 and 1911. The former he won with a Benz car, and last season's with the same Fiat in which he met death.

MARTIAL LAW DECLARED

Governor Takes Steps to Prevent Race Trouble.

Atlanta, Ga., October 1.—Governor Joseph M. Brown issued a proclamation to-day declaring martial law in Forsythe County upon the arrival in Cumming, Ga., to-morrow of four companies of militia accompanying six negroes to be tried there for assault and murder of two white women.

Four companies of militia under Major Catron will escort the negroes from the Fulton County jail here to Cumming, leaving at 11 o'clock to-morrow morning.

Major Catron will assume charge of the situation in Cumming, where one negro recently was lynched and a race riot narrowly adverted as a result of the two crimes. In the Governor's proclamation the executive orders all saloons and poolrooms closed. Citizens also are forbidden from assembling in numbers on the streets of the town. The proclamation prohibits the publication in any form of comments on the work or action of the military authorities. Five of the negroes to be tried were rushed to Atlanta with a military escort after an assault on a white woman near Cumming which precipitated the race trouble. The sixth is said to have confessed to an assault on a seventeen-year-old white girl just after the previous trouble. The girl died from the attack.